

CENTRAL INTELLIGENCE AGENCY

REPORT

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**SUPPLEMENT TO
REPORT NO.**

THIS IS UNEVALUATED INFORMATION

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8. One main street which was eight meters wide went west, northwest from Ternopol toward Zolochov. Another main street also eight meters wide went east southeast in the direction of Borki Velikiye.
9. Another main road went south from Ternopol toward Mikulintsy. It was constructed of stone and gravel. Transportation to Mikulintsy was by taxis (Fiyarkas). There were three classes of tickets to ride the taxis: first, second and third. In the event a taxi could not be pulled over a small hill, the third class passengers had to get out and push the taxi. If the taxi could not get over a higher knoll, the second class passengers got out also and helped to push the taxi. The first class never had to get out and push.
10. The only means of transportation in Ternopol were horse and wagon, bicycle, motorcycle and taxis (fiyarkas), which are horse-drawn buggies.
11. A railroad station was located in the northern section of the city. The station had several sidings. The main line was single track. About three kilometers north of the railroad station one railroad line veered off and went to Zbarazh. The other line went to Zlochuv. It would take two hours to travel by train from Ternopol to Zolochov. About four kilometers south of Ternopol another railroad track went to Terebeviya.
12. A single railroad track went east southeast to Borki Velikiye and then on to Skalat where it ended. From Borki Velikiye to Skalat the train was so slow that it was almost possible for the people to walk and get to Skalat before the train arrived.
13. At the southern outskirts of the city one railroad line veered off and went to Ostrov. From Ostrov, it went westward via Kozova to Potutory [sig].
Near Potutory the railroad track goes over a bridge spanning a ravine with a drop of about two hundred meters.
14. There were three trains per day that went to Lvov from Ternopol. There was a special train that went from Lvov via Ternopol and ended at Zaleshchiki (Zalassenyki) which was a resort area. This was a single car train which travelled very fast. There were three classes of tickets for this train. The first class sat on cushions and there were from two to four persons in one compartment. The second class also sat on cushions, but the cushions were of poor material and there were from six to eight passengers in a compartment. The third class sat on wooden benches and the numbers varied in their compartments.
15. A bus which came from several towns or cities came thru Ternopol. It made one stop in the city. The bus stop was west of the city on Mickevicza street.
16. The city had three Ukrainian Greek Catholic churches, three Roman Catholic churches and one Jewish synagogue and school.
17. The majority of the homes in Ternopol were built of brick. Most of the homes had two rooms and a kitchen. There were also homes with three rooms and a kitchen. Homes were heated by coal or wood. An oven of white tile stone was built into a wall which supplied heat to two rooms. The homes in the center of the city had water faucets and homes in the outskirts had outside water wells. Only the homes in the center of Ternopol had bathrooms. The bathrooms were separated from the water closets. The city also maintained a large public bath and steam bath house.
18. Electricity for Ternopol was supplied by an electrical plant which was located in the northwest section of the city. There were street lamps in the center of Mickevicza street. Side streets had electric lamps which hung over in the center of the street. Homes, stores and the railroad station were supplied with electricity. Home owners who could not afford electricity burned oil or candles.

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19. Each home owner burned his garbage. [redacted] people who had their milk delivered to their home, leave the potato peelings for the milkman to take. The milkman took these peelings to the farmers who fed them to their pigs or made whiskey.
20. There were very few phones in Ternopol. The post office, the telegraph office, city and government offices had phones. Ternopol had two separate telephone and telegraph departments. The railroad had one telephone and telegraph division and the city had the other. Each had its own telephone and telegraph poles and lines. The railroad had their lines and poles running parallel with the railroad tracks.
21. The climate in the Ternopol region was known as continental (dry) and the winters were cold. The rainy seasons were in March, October and May. In winter, transportation in the city and rural areas was by horse drawn sleds.
22. The average temperatures in Ternopol were as follows:

January	-	minus	12	degrees	C.
February	-	minus	3	"	C.
March	-	plus	5	"	C.
April	-	"	12	"	C.
May	-	"	18	"	C.
June	-	"	22	"	C.
July	-	"	25	"	C.
August	-	"	21	"	C.
September	-	"	15	"	C.
October	-	"	6	"	C.
November	-	"	3	"	C.
December	-	minus	2	"	C.

The coldest temperature in this area had been minus 25 degrees Centigrade and the hottest was plus 30 degrees Centigrade.

23. The Siret River was located south, southwest and west of Ternopol. The river varies in depth and it is about 30 to 40 meters wide in several places. A wooden bridge, which was located south of the city, spans this river. The bridge was about 10 meters wide and from 40 to 50 meters long.
24. Products grown in the rural areas were, tomatoes, lettuce, watermelons, carrots, garlic, sugar beets, cabbage, cucumbers, cauliflower, beans, celery, potatoes and peas. The soil in these areas was of a very black humus type.
25. A military camp was located in the western section of the city. It had brick barracks, all one story high. This camp was always under guard.
26. A sugar beet factory was located southeast of the city.
27. The electrical plant was located northwest from the center of the city near Brodinska street. The plant occupied an area of about 120 to 150 by 100 meters.
28. A small factory which manufactured shawls (babushkas) was located southwest of the center of the city.
29. A park was located north-northeast of Ternopol. There was a wooden overpass which went over the railroad sidings from the railroad station in the direction of Zvirka-Vigysa street.
30. A police station was situated in the western part of the city. It was on Kicevicsa street, had three floors and was built of brick.

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31. The court house was in the center of the city. The jail was behind the courthouse. The jail had three floors and was built of brick. The jail also had a brick wall on three sides, south, north, and west. The walls were four meters high with barbed wire on top.

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Enclosure A - Rough sketch of the city of Ternopol (not drawn to scale).

Index to Sketch of the City of Ternopol

- 1 Railroad track to Zoloshov (Zloczow)
- 2 Railroad track to Zbarash (Zbaras)
- 3 Viaduct (railroad track over and road under)
- 4 Park
- 5 Zvirki-vigrya ulitsa
- 6 Railroad station (several sidings)
- 7 Road to Zbarash (goes east then veers off to the northeast)
- 8 Road east southeast to Borki Vrlitziye
- 9 Railroad track going east southeast to Borki Vrlitziye
- 10 Railroad track going south toward Kopyshin'toy via Terebovlya
- 11 Road going south to Mikulintey
- 12 Ukrainian National Home (Hall)
- 13 Ukrainian Greek Catholic Church
- 14 Ternopol'ska ulitsa
- 15 Brodatska ulitsa
- 16 Sokol'ska ulitsa
- 17 Mickovitsa ulitsa
- 18 Roman Catholic church
- 19 Ukrainian Greek Catholic church
- 20 Jewish synagogue and school
- 21 Ruska ulitsa
- 22 Government building
- 23 Hotel
- 24 Drug store (Apteka)
- 25 City Hall (Magistrate)
- 26 and 27 - Movie house (kino)
- 28 Court House
- 29 County Office
- 30 Jail
- 31 School (Polish National Home)
- 32 Public bath house (steam baths)
- 33 Police Station
- 34 High school
- 35 Electrical plant
- 36 Roman Catholic church and monastery
- 37 Military Camp
- 38 Roman Catholic church (Church of the Dominicans)
- 39 Road to Zoloshiv -
- 40 Road to Shumshany via Kozova
- 41 Wooden bridge
- 42 River bank (dry in summer)
- 43 Autobus (passenger stop station)
- 44 Greek Catholic church (St. Chresta)
- 45 Factory
- 46 Kollova ulitsa
- 47 Restaurant

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